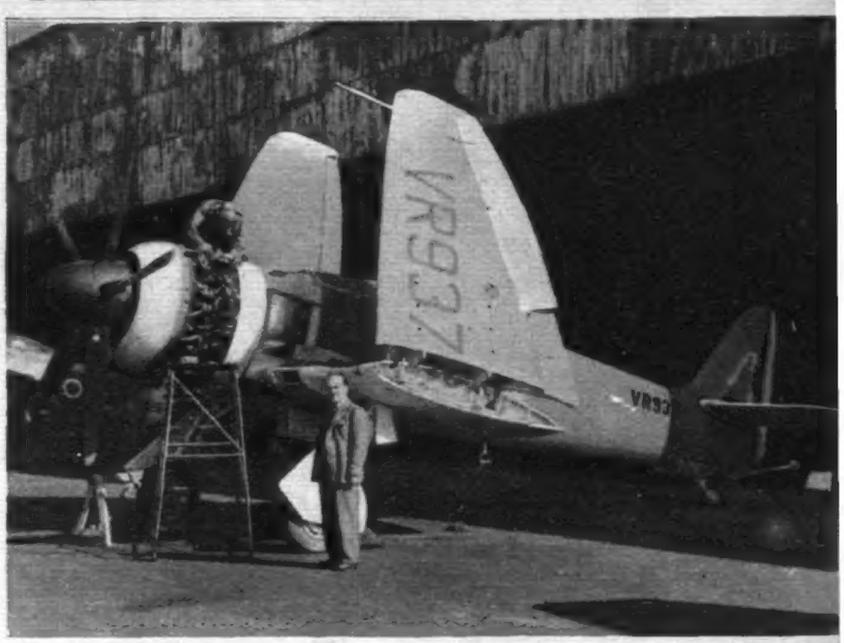
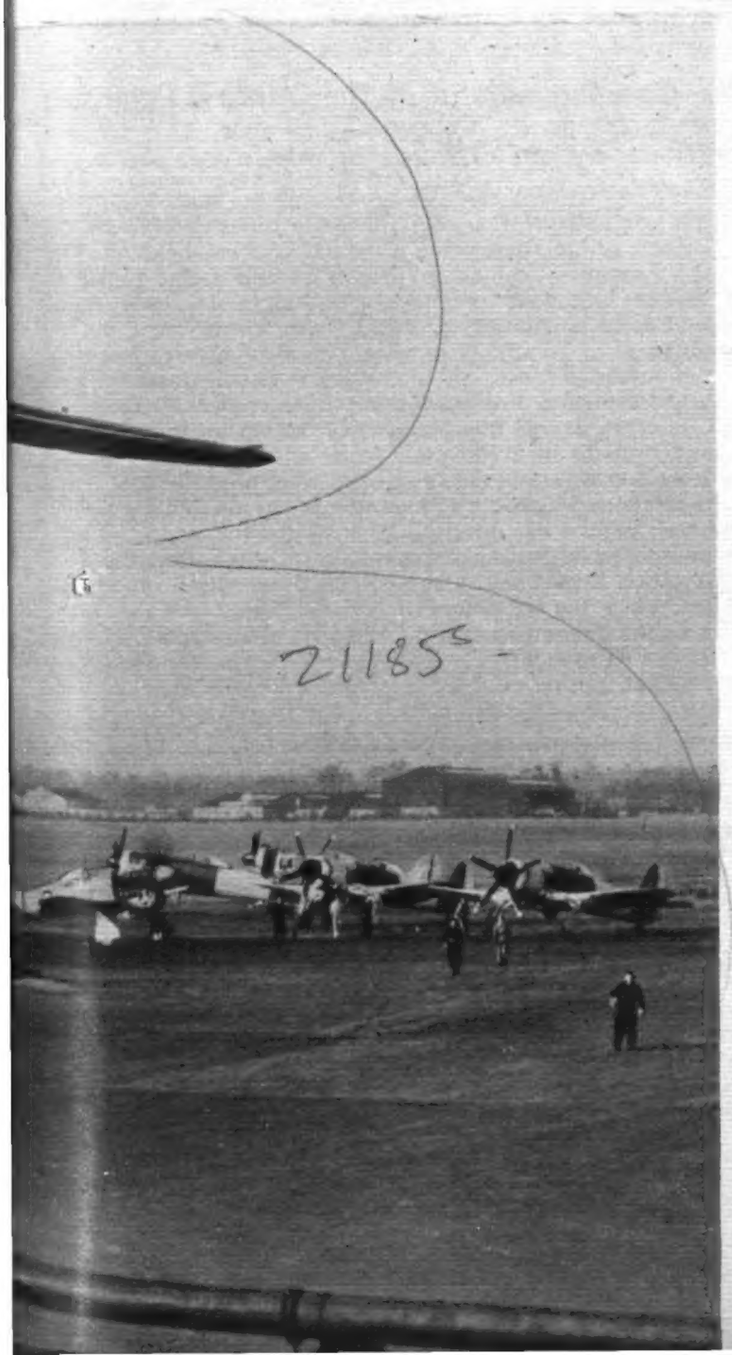
Furies and Sea Furies on the production line at Langley. In the background are Tempests, in for repair, and at the extreme left (below the Tempests) is one of the first Fury Trainers.

Mr. H. R. Turner, assistant works supervisor at Langley, is seen on the right, with a new Sea Fury XI, being prepared for flight test. The thin wing section can be fully appreciated at the fold-joint. ▶

Below is an impression of a Sea Fury and a vista from the Langley control tower. Unpainted Sea Furies are mingled with Tempests awaiting test after repair. ▼





elaborate booklet entitled *Flight Testing of Production and Repaired Sea Fury Aircraft*. This divides the schedule into three sections—ground check, general flight check, and check on installations. It is recommended that the tests be conducted in a certain sequence. First, the sliding hood is examined for scratches or distortion and the pilot ensures that it rides freely on the runners and is a good seal when closed. Next he checks his harness, ensures that all instruments are undamaged and correctly labelled, and notes the working of elevator, rudder and aileron controls, rudder and elevator trim tab controls, the engine control box, flap selector lever and hand pumps, fuel cocks, air conditioning, wing folding and electrical services. During the engine run, he notes the functioning of the pneumatics, carburettor air intakes, oil cooler automatic control and hydraulics. Whilst taxying he must ensure that the undercarriage is soft and has no tendency to bucket or roll.

Under the heading "General Flight Check" are listed rudder trim, lateral trim, fore and aft trim, fore and aft stability, rated altitude and speed and dive tests. Weather permitting, every aircraft is dived to an indicated speed of 435 knots, if below 12,000ft, or a Mach number of 0.78. A graph is provided to show the A.S.I. reading required to obtain this Mach number above 12,000ft. During the speed test, the date and time of the flight are noted in case air temperatures should later be required from the met. office for reducing the performance figures to standard.

The third phase of testing—the check on installations—covers the complete oil system, engine cooling shutters, fuel system (with or without drop tanks), single-lever power control, engine functioning check, carburettor air intakes, supercharger warning light, undercarriage warning light and arrester hook.

So thoroughly are the Langley-built machines equipped and tested that on delivery they are ready for action as soon as the ammunition boxes are filled.